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1. The Peene shipyard in Wolgast was completed early in 1949. It is built on the premises of a former dried-vegetable and foodstuff plant. For the first installation work 250 workmen were engaged. The work force now numbers 1,300, of whom 600 work on shipbuilding. There are plans to increase the work force to 4,500.
2. The manager of the shipyard is a technical director probably named Petzold (?). Herr Kitzow is assistant manager.
3. Manufacturing program: Complete assembly of seiners and drifters of 150 to 200 tons, draught 1.80 meters and 2.20 meters respectively, length 22 meters and 30 meters respectively, speed 10 knots, engines 350-HP diesels made by the Wolf-Luckau Company. The hulls are entirely of steel and are delivered afloat by the Jessau-Rosslau and other inland shipyards. All components such as pumps, screw shafts, propellers, net winches, carstans, windlasses etc., are delivered as finished products and are merely fitted in at the shipyard. The assembly of the ship's hulls, delivered afloat, also include the equipment for the crew quarters below deck, the deck houses and other superstructures such as the wheel house, masts, etc.
4. After finishing their trial runs the ships fitted out for sea have been, up to now, delivered only to the Soviets.
5. During the first year (1949) of the existence of the shipyard, 22 vessels were delivered, thus filling the quota. This success was rewarded with considerable bonuses.
6. The administration building is outside the yard premises

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bronner. Also outside the premises is a horseshoe-shaped hospital which is probably used by yard personnel.

7. There is a boiler house with two traveling-grate boilers, and a turbine for generating current in the yard. A multiple-story warehouse also belongs to the shipyard. The power station is supplied by "Energy Nord."
8. Two shipbuilding shops are in operation. The mechanical workshop, which is equipped with ten lathes (including two turret lathes), one large lathe, one shaper and three planers (not parallel planers), is on the main side of one of the shops. The adjoining large room was not accessible. A designing office with about seven drawing boards and the carpenter shop were on the floor above this mechanical workshop.
9. In the main part of the adjoining shop are: the preliminary-work office with about 12 to 14 calculators and the clerical staff and, upstairs, the apprentice training shop. The adjoining half of the shop was not accessible; it probably houses the welding shop. Adjoining are the locksmith's shop and the preassembly shop, equipped with a sheet bending machine, about 3 meters wide, for bending sheets **not thicker than 5 mm**; it is mechanically driven and used for such work as bending sheets to shape.
10. The cable side of the two shops faces a quay. At a **right** angle to this quay there is a second quay which is still unfinished; it has a small landing stage where the vessels under repair are berthed. At the corner of the two quays is a slewing crane (disassembled from the Danzarten shipyard) which can serve the two quays. The lifting power of the crane **half extended is 18 tons, fully extended about 10 tons**; its full extension radius is about 10 meters.

[redacted] Comment:

- a. Report gives a clear picture of the present state and the intended extension of this assembly shipyard.
- b. It is interesting to note that even cutters and seiners are built by the assembly system of construction. It is therefore inferred that mass production of these vessels is intended.

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- c. It seems impossible that so many cutters would be required for commercial use, especially because vessels of the same type are also built in other yards.
- d. The fact that the finished vessels are taken over by the Soviets and credited to the German reparations account leads to the conclusion that they are delivered to the Soviet Union, where they are probably employed not only in the Baltic but also in other seas.

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